Subscriptions by Mail, Postpaid. ILT, per Month. DATLY, per Year DAILT AND SUNDAY, per Month Postage to foreign countries added. THE BUR, New York City.

Pants-Riceque No. 13, near Grand Rotel, and Riceque No. 10, Boulevard des Capucines,

If our friends who favor us with minuscripts for must in all cases send stamps for that purpose.

Manila Hemp.

The unique fibre plant of the Philippines is not the least among our new acquisitions. We shall monopolize its production unless other tropical regions have better aucoess in their further attempts to transplant it Thus far Manila bemp is a commercial suc ceas only when raised in the Philippines. It is one of the chief resources of the talands, and for ten years this country has taken an average of 41 per cent. of the total exports.

From the bast, or fibrous outer leaf, comes the coarse, strong fibre which is the best material used for sailcloths and cordage. It is particularly recommended by the fact that it is not easily rotted by salt water. The fibre yielded by the inner stalks is fine and weak, and from it are woven textile fabrics superior in softness and lightness to those made of the bes Russian hemp. These fabrics are seldom exported, being bought by Chinese merants at Manila for local consumption. This useful variety of the banana plant, accordingly, yields two qualities of fibre, the one strong and coarse and the other fine, soft and pliable, and both are in great

Manila hemp produces, under the best conditions, as high as 3,000 pounds of fibre to the scre, and though 6,528,965 bales have been exported in the past ten years the industry is still in its infancy and is capable of enormous expansion. Its development, like all things under Spanish colonial rule, has been spasmodic and unsystematic. A recent writer on the Philippines says that under proper en couragement the Orient itself would absorb more than the entire present product. The world's markets will take several fold the quantity of fibre that is now supplied.

We shall see what American energy and ingenuity will achieve in the development of a great industry, which we may wholly control, in a land where there is not a single well-kept farm or plantation to-day, where there is no agricultural machinery outside the sugar mills, and where a sharpened stick does service as a plough.

Some Interesting Features of the Peace

The text of the peace treaty which was cabled from Madrid to THE SUN deserves to be carefully studied. Not only should the words employed in certain articles be scrutinized and weighed, but some also of the things which the Commissioners re frained from saying will be found significant.

It will be observed, for instance, that whereas, by the second and third articles, Spain "cedes" to the United States Porte Rico and all other islands, except Cuba, under Spanish sovereignty in the West Indies, together with Guam and the Philippine archipelago, the first article simply asserts that "Spain renounces all right of sovereignty over Cuba." The same article goes on to provide that when the said island has been evacuated by Spain, it is to be "occupled" by the United States, which, "while the occupation continues." shall take upon tional law imposes on them "by the fact of occupation." It is obvious that the words quoted were deliberately selected for the purpose of nullifying any claim on the part of holders of the so-called Cuban bonds that those bonds constitute, in internationa law, an obligation incident to severeignty and corresponding to mortgages that "run with the land." The terms of the treaty justify the position formerly taken by THE SUN, namely, that there is no transfer of sovereignty over Cuba from Spain to the United States, and that, consequently, even If certain obligations be deemed inseparable from sovereignty, we cannot be expected to assume them. The sovereignty over Cuba is, for the moment, in suspension, and our forces are in that island simply as provisional occupiers, and the only obligation devolving upon them in that capacity is that of conserving the public peace and protecting property. Had our diplomatists, who, we are sometimes told by European critics, are "untrained," employed words less stu diously framed, we might have afforded the Brench holders of Spanish bonds a pretext for contending that we had made ourselves responsible for the payment thereof. Equally sagacious and far-sighted is the

phraseology used in the concluding sentence of the third article. After reciting that Spain cedes to the United States the Philippine archipelago and defining the territory ceded by latitude and longitude, thus averting controversy about the status of the Sulu archipelago, the article goes on to say: "The United States shall pay to Spain the sum of \$20,000,000 within three months after the interchange of the ratifications of the present treaty." It will be observed that the Commissioners have carefully refrained from saying what the sum of money is paid for. Had they said that this sum, or any part of it, was given to reimburse Spain for that fraction of the Philippine debt which had been or could be shown to have been actually expended for the benefit of the Islands, they would have established a precedent and recognized a principle, which might prove highly incon venient at some future time when the sovereignty over Cuba shall have been assumed by an independent government created by the inhabitants of the island, or when such sovereignty may have been transferred to the United States through the spontaneous request of the Cuban people for annexation to our Union. The Commissioners do not even intimate that the sum of \$20,000,000, or any part of it, is given to compensate Spain for the "buildinga, moles, barracks, fortresses, establishments, public roads and other real property in the Philippines, which by custom of right are in the public domain. and which by the eighth article are ceded to the United States. We simply announce by the third article, without assigning any reason or offering any explanation, that we have made up our minds to pay to Spain the sum of \$20,000,000. All the traps into which we might have fallen, had we entered into any explanation whatever, have

been astutely avoided by the bald an-nouncement of a purpose which our friends are at liberty to construe as an act of magnanimity toward a vanquished and almost bankrupt enemy.

TOTAL COUNTY I IS A COMPLETE TO A PROPERTY OF THE PROPERTY.

It should be further noted that by the sixth article of the treaty we do not agreto restore the Spanish prisoners now in the hands of the Tagal insurgents. We merely covenant to "negotiate" for their liberation, and, if successful, to transport them to Spain at our cost. It should be, finally, kept in view that nowhere in the treaty do we assume any obligations in the name of the future independent government of Cuba. We agree that certain obligations with reference to that island shall be binding so long as our occupation of it shall continue. With regard to what may happen afterward, we only promise to "advise" the independent government at Cuba to accept the same obligations.

Considered as an embodiment of caution and exact expression, this treaty would reflect credit on the greatest experts in inter-

A Novel Form of "Rotation."

Section 1.375 of the New York charte provides that the Judges of the Municipal Courts of the town, the successors of the former civil or "Poor Men's Courts," shall adopt rules not later than the 25th day of January, 1898, to "provide for a rotation o the Judges in holding court in the several districts." This was one of the wholesome changes established by the Charter Commissioners, and was designed to remedy an evil of the former system.

In the cases coming before these Judges and more particularly the landlord and tenant cases, the same plaintiff frequently appears in several, and, in suits for damages or wages, the same defendant Consequently, when a Municipal Court Judge dealt with them he sat upon matter affecting his immediate constituents to so great an extent that there was danger that even unconsciously he might be under the influence of political obligation, or of the hope of attracting political support at the ensuing election. To obviate this evil the Charter Commission established the rule of rotation of districts for the Judges. The new method has worked well; it has been conducive to the rendering of impartial decisions, to the abatement of favoritism and has enlarged the independence and in creased the efficiency of these tribunals, which have the determination in a year of more than 100,000 cases in this county.

The Board of Municipal Courts at its

meeting of Saturday last, however, adepted a designation of Judges for the year 1899 which, although ostensibly in conformity with this rule of "rotation," defeats pract! cally the ends sought by the charter. By this arrangement each Judge is to serve in the district from which he was elected in the months of January, March, May, July August, October, and December, or seven in all. Only in the other five months is there to be the required "rotation." In other words, the provisions of the charter are to be complied with during a part of the year only, and it appears, too, that in the month of October, the month preceding the next municipal election in which a majority of these Judges are to be reflected or their successors are to be voted for, the schedule carefully assigns them to the districts from which they were chosen. Again, by suspending the rule of rotation every econd month, except in summer, a condition is established which is certainly not compatible with the purpose of the charter. As the local Judge holds court every alter nate month, the opportunity is deliberately offered to plaintiffs and defendants to struggle to be heard or not to be heard by that particular Judge.

This is, in effect, a return to the method which the Charter Commissioners sought to abolish, which it had been popularly supposed was abolished until by this roundabout method it was revived. The right to impartial and dispassionate trials in the themselves the obligations which interna- municipal courts can be preserved best by observing the intentions of the New York city charter rather than by evading them.

Science and Immortality.

Prof. John TROWBRIDGE of Harvard Uni versity discusses in the Independent the question of "Physical Science and the Doctrine of Immortality," but he comes to nothing except this in his concluding words:

We thus, in view of the advances of physical science, appear to have an infinite capacity of con-ceiving of impressions which may come from regions far transcending the narrow limits of this earth; and, in view of this capacity, can we believe that this little life is rounded with a sleep from which there is no awakening ?"

That is, all that the science of Prof. Trow BRIDGE can do is to answer a question with a question. He leaves the whole matter in the same doubt with which he started out. His labor was in vain; every attempt to

deal with the doctrine of immortality by the methods of physical science must fail. It is an article of faith beyond the possibility of demonstration by science. Science is knowledge, and there is no knowledge edge extending beyond the grave.

Our religious neighbor has wasted it. space in printing the article of Prof. Trow-BRIDGE; indeed it has stimulated doubt of immortality rather than strengthened faith in the doctrine. It has sought to harmonize the irreconcilable, for science as science can give no standing to faith, nor has faith anything to do with science. Faith concerns matters which cannot be proved scientifically. If they could be demonstrated physically faith would not exist. Science deals only with the knowable; faith stretches out into a realm which is altogether unknowable.

When, accordingly, a religious paper submits its faith to the judgment of science it surrenders its whole case. If immor tality could be proved scientifically the whole foundation of theology, of religion would be destroyed, and nothing would be left except a system of morals established by experience, as practically expedient for the maintenance of society.

Wrecked Vessels and Registry. Some extraordinary statements are made n the report of the Senate Committee on Commerce upon the pending bill regarding registry for foreign-built vessels wrecked in our waters and afterward bought and repaired here. The statute allows a register or enrollment to be issued to such a vessel if the repairs equal "three-fourths of the cost of the vessel when so repaired." But the pending bill excludes this vesse from our coasting trade or fisheries, on penalty of forfeiture. Secretary GAGE commends the measure, and the Senate committee says it will tend to protect American shipyards from the competition of foreign-built vessels in the American coastwise trade and to prevent speculation in American registers. The bill applies only to ships hereafter wrecked and repaired.

The policy of prohibiting foreign-built

familiar among commercial nations. own laws on the subject go back to 1793, and were revised in 1817. Under them our coast, river and lake tonnage aggregated at the close of the fiscal year 1897 nearly 4,000,000 tons. It is in setting forth the grounds for excluding foreign-built vessels from this trade that the Senate report is most striking. A wrecked foreign vessel which is sold for \$20,000 and repaired for \$40,000, making her cost to her new American owners only \$60,000, can and does compete with an Americanbuilt ship that cost from \$200,000 to \$300,000," and this, says the Senate com mittee, if allowed in the coasting trade, takes business from American-built ships, and gives the repaired craft an earning of twenty to thirty per cent. on the investnent in her, while the American built ships earn only four or five. It costs \$15 to \$20

per ton and they cost from \$75 to \$100. When the bill was before the Senate committee it was shown that three wrecked foreign-built vessels were sold for \$26,910, and cost \$123,709.75 for repairs, making a total of \$150,619.75, and then were insured in the coastwise trade for \$525,000, making the increase in value owing to American registry alone \$374,380.25," or an average of nearly \$130,000 for each ressel. The committee puts the ordinary increase in round numbers at \$100,000 for a vessel, and calls it an amount conferred on the vessel by "the privilege or franchise of taking part in our coastwise trade." It is the uniform rule that such vessels stay here for this trade: "their owners never take them back to the country where they were built."

It may be suggested that wrecked and repaired foreign-built vessels are rather exeptional in our merchant marine, and so indeed they are. The capital invested in the ships of our coastwise trade is put at \$250,000,000; and while since 1890 our yards have built 1,776,824 tons for the coast, river and lake trade, at a cost of \$183,000,000, during the same time only about 44,700 tons of foreign-bullt wrecked vessels have been repaired and admitted to American registry. In eleven years preeding the report the amount had been 71, 972 tons. But this document proceeds with the remarkable statement that, in order to get an American enrollment and admission to the coastwise trade, "foreign vessels are often wrecked in our waters for that purpose alone." The object and spirit of our statute has been violated, it is declared, "in many instances." The law itself, in fact, "furnishes an opportunity for fraudulent statements and estimates as to the cost of repairs. These repairs are often made to amount to three times as much as actually expended. In many instances owners of wrecked vessels have been known to go back for twelve or fifteen years and take into account the cost of repairs during that time as being a part of the cost of repairing the vessel after being wrecked."

If these statements are correct, the pend ing bill would find its strongest justification, apparently, not in the actual proportion of damage done to the coasting trade by these isolated instances of foreigners creep ing in, but in the frauds thus alleged to b perpetrated the use of the words "often" and "in many instances" making the charge still more striking.

One provision of the pending bill intended to check frauds is that hereafter the statutory percentage of repairs shall be reckoned on the "appraised value" of the vessel wher repaired, and not on the "cost," as provided now. It is not specified how the appraise ment shall be made, but that is a matter of detail. It may be added that the report gives a list of owners engaged in the coast wise and lake and river trades who favor the bill, representing 933,668 tons of ship ping, with a valuation of \$72,420,000. To these are added many leading ship and engine builders, like the CRAMPS, the Harlan and Hollingsworth and Newport News companies, and the Union, Bath, Morgan Quintard and other iron works.

Mr. HALL CAINE, the author of some novels in which some of our people have shown much interest, came to this country several months ago to supervise the projuction upon the stage of a rather gloomy play he had made out of one of those novels It was a prudent thing for him to do, be cause a successful play brings in much money to the author, and the manner of its first production is likely to determine its fate with the public.

Having brought out his play, however Mr. HALL CAINE has returned to England and proceeded to put upon himself unnecessary labor by publishing his views on this country for the purpose of tickling its national vanity. He speaks very nicely of us. "I love America," he says, because it is big and because its bigness is constantly impressing the imagination and stimulating the heart." He loves" us for various reasons, but, above all," and "in spite of all the shallow judgments of superficial observers," because we are "the most childlike in national character, the easiest to move to laughter, the readiest to be touched to tears, the most absolutely true in impulses

and the most generous in applause." Now, that is nice of Mr. HALL CAINE, for he might have said very disagree able things about us, after the fashion of some other visitors from abroad, men, too, who went back with their pockets stuffed out with American money. He might have drawn the ill-natured inference that our "childlike" national character, as it seemed to him, and our disposition to gush over his play, as it seemed to him, were suggestive of a "freshness" amusing to the seasoned sensibilities of foreign superiori ty, but he liked it all and only loved us the

nore because of it. A precept of our religion bids all mer to love their neighbors, and if an English man loves us he deserves credit for obedi ence to the Christian rule; but as the Amer icans are a very busy people who have no time to inquire how other people feel toward them, they may be interested in know ing of the affectionate regard and approval of Mr. Hall Caine. They understand very well, however, that in the long run the love of foreigners is of no practical use to them unless it is accompanied by a wholesome respect for their strength and ability, and is not due to mere tender consideration for their childlike character. Accordingly, we are going on to make our navy nore powerful and to increase our army, so that whether foreign peoples love us or not, we can push along our way undisturbed Americans are determined to get ahead in the competition even if thereby they send chill over such tender affection. "Childlike in national character" as they may be in Mr. HALL CAINE's view, they have kept up since the days of BEN FRANKLIN a sufficient supply of hard common sense to enable them to get along without the love of forvessels from engaging in coastwise trade is | eigners in that unsentimental struggle.

They prefer strong meat to pap. Moreover, there is in Americans enough of critical discrimination to enable them to distinguish between the judgments of solid sense and

the gush of flattering sentimentalism Mrs. TROLLOPE, in the old days, wrote some very nasty things about America after having visited us, and CHARLES DICKENS published some ill-bred American notes, but even their ill-nature had in it an element of spice more appetizing than Mr. HALL CAINE'S sweet words. Clever English writers of fiction whose

books had been read very extensively by our people have acquired the habit of coming over here to put themselves on public exhibition, at the risk of destroying the plotures of their personality created by the imaginations of their readers. This has been the rasher in them since for some reason or other the popular English novelists of the period do not seem to fill out that picture very satisfactorily. Instead of looking in the flesh like heroes of genius and romance their appearance oftentimes suggests rather grooms and bagmen. An inscrutable Providence seems to have chosen very unimposing earthern vessels in which to put the story-telling imagination of contemporary England. Of course, that is small matter; the essential matter is not the vessel, but its contents; and we only call attention to it to suggest that the vesse might prudently be kept on the other side of the ocean, and simply its contents exhibited Here.

As to Mr. HALL CAINE, we can assure him that he can go on in the pursuit of his business of writing novels and dramatizing them, if he wishes, without feeling the load of any obligation to love us or to tell us of his love.

Mr. Hoar Yields,

In the Senate Monday Mr. HOAR presented fourteen petitions, representing a grand uprising of 168 persons against the annexation of the Philippines. As the Senate was not in session Friday and Saturday. the 168 signatures represent two days work of the Anti-Imperialist League.

According to the Washington correspondent of the Boston Globe, Mr. HOAR has said to another Senator that he will vote for the treaty. Indeed, there is no reason why he should be more extreme in his opposition than his fellow anti-expansionist, the Hon. WILLIAM JENNINGS BRYAN IS. He can agree to the treaty and reserve the privilege of doing afterwards what he can to preven the "beginning of the ruin of the republic." As to the popular support which Mr. HOAR's labors to beat annexation are likely to receive, the number or want of number of the petitions which the Anti-Imperialist League sends him is sufficiently instructive

It seems by a despatch from Macon in Seorgia that reports have been published in certain newspapers alleging that Major-Gen. JAMES H. WILSON is nursing a grievance, and that because of it he is thinking of resigning his commission. Accordingly one of his aides denies by his authority that Gen. WILSON has any such igrievance or any such intention. "He has no expectation of quitting," says this aide, "until the Government signifies that it has no longer any use for his services." Gen. WILSON, who is one of the most resourceful and most experienced of living American soldiers, returned to the military service on the outbreak f the war with Spain, and he has discharge his duties with distinguished ability with a view to the glory of his country, rather than courting favor or applause for himself. He has done no posing, and has had as much reason to cultivate a personal grievance as other officers, but he has been too busy with his military responsibilities to give any time to that indushim. It is fortunate for the United States that it has in its service so eminent, so gallant and so faithful a soldier as Gen. Wilson, and the time when, to use the words of his aide, the services of such an officer will be useful no longer to the Government can never come.

New York was founded nearly three hur dred years ago. At the end of the 275th year of its existence the snowplough of the street railroad was doing about all that was done in the way of systematic interference with the snow ily in reputation, beauty and prosperity. With the growth of wealth and science, luxury became more desirable in the eyes of the pube and they raised the standard of street cleaning. To-day the streets are cleaned in a nanner that would have made the inhabitants of the last generation emigrate for fear of the city eing doomed to bankruptcy. It may not be so well cleaned as when the late Col. WARING managed the Cleaning Department, but it is clean enough to put among the fancles of the irresponsible the charge that the grip now prevalent is a result of poor cleaning

The " Passing of Bryan."

It is evident that Mr. Bryan would rather be wrong han President. Hardly has he removed his shoulder straps before he proclaims to the world that the pur pose of his retirement from the army is to enter or a crusade against American territorial expansion Turning his back on a century of the proudest tra ditions and most glorious achievements of the Demo-cratic party, he repeats the time-worn and often refuted arguments and cries of his party's enemies At every progressive step in which they led the country, every step that has added so much to the greatness of the republic, the Democratic leaders of old met obstructionists who foresaw the same mitations to prevent the realizati

calamities Mr. Bryan now describes as our doom. No men cherished a more profound regard for the were impatient of the abuse of its vaguely implied destiny it was the chief purpose of the Constitution to promote. Every argument made against the acquisition of territory, "without the consent of the people involved," that is heard to day, was thundered into the ears of Jefferson and a long line of Demo cratic expansionists. To day we enjoy the rich fruits of their foresight, and the nation is far stronger and its influence far more extensive for their courage an their contempt of the cries of the timid.

In spite of the fellowship of a few Democrats of prominence, Mr. Bryan abandons his party's traditions to enter ou a conflict which he must know car

To the Editor of The Sun-Sir : Robberies, asaults, petty thefts, and particularly sneak thieving have lately become so prevalent in Harlem that their continuance will soon help to disgrace the city of New York and its police force and level it with

What seems to be the cause of this sudden migration of thisves and thugs to the upper portion of this city? Plausible reasons present themselves to me thusly: The precincts are entirely too large for the number of police, thereby making the best too long for each policeman; then there are not enough men detailed for duty in civilian dress, and lastly, the protound letharp in which we find the present quots of Harlem police. It seems ridiculous for the police to be unable to catch a thief "occasionally." A lack of energy apparently exists among them, which surgests a good shaking up. One thing, though, is certain, and that is, Harlem needs more police; its growth has been se rapid that it now demands what other populated sections of the city are getting in the shape of police vigilance.

As it is now, one can't stir out of his house for fear of finding his place looted when he returns.

Speaking not for myself alone, but for all those concerned, will not The Sux take up the oudgels and aid the citizens of Harlem in procuring the protection they are settlied to?

Hayner's Mouthly for Laurench has been seen as the form of the concerns of the concerns of the citizens of Harlem in procuring the protection they are settlied to?

Harper's Monthly for January has secured for its war articles the services of Lieut. Stanton, U. S. N., and Mr. H. W. Wilson, author of "Irenclads in Action;" and their contributions have prominen places in the number. Mr. Howells begins the third redding journey of his favorite travellers, and other serials are continued; Capt. Speedy, H. A., writes or "Nubia, Miscalled the Soudan;" Sidney Whitman describes "The Sultan at Home," and Chariton T. Lewis considers "Bismarck, the Man and the Stat

THE WANING OF FAITH.

Its Causes Explained in General Agreemen with Views Expressed by The Sun. To THE EDITOR OF THE SUN-Sir: With a confidence which it would seem like presumption to challenge THE SUN has assumed that Presbyterianism in New York city is in a state of decline, and out of this comes the inference that the virile faith of a generation ago has be ome anemic and decadent. The Presbyterian type, in the past, certainly represented Prot stantism at its best. It stood for the deepest intellectual convictions, and the most vigorous enrnestness. And if it be indeed true that this section of the Church has lost "the hiding of ts power," it may be justly regarded as an ex copent of a wider fact with regard to the whole

held of Protestant Christianity. The mere feature of a Presbyterian form of church life is in itself no blight upon progress and if, under its away, the frontiers of the kingdom of righteousness have made no conspiguous edvance, we must explore for the more dequate causes beyond that may seem to ac count for it.

I dissent from the implication in the editorial of last Sunday's Sun that it is due to a decline in the power of the pulpit. In thoroughness of educational equipment, in intellectual vigor educational equipment, in intellectual vigor and culture, in moral earnestness and general capability, our modern American pulpit will not suffer by comparison with the luminaries of former days. I venture to affirm that Jonathan Edwards would affect very few people in modern New York as he once moved strong men to grasp the pillars of his old church in Northampton. I doubt if any of the great masters of utterance, who made men weep or tremble, could produce a ripple were they to reappear.

masters of uterance, who made men weep or tremble, could produce a ripple were they to reappear.

The modern pulpit has to compete with 10,000 distractions which were absent fifty years ago. If there is some occasional "smart pulpiteering," which "makes the judicious grieve," we may indulgently pardon these stricent voices when we remember that they are merely trying to outsound the din of surrounding life.

The material edifice of the Madison Square Presbyterian Church illustrates the situation. Years ago its spire rose stately and imperial, and the whole structure overtopped everything in its vicinity. But the vast building which now overshadows it throws it into such relative insignificance that it has ceased to wear even an aspect of dignity. And there it stands, a melancholy witness to the truth that a new era of overwhelming secular development is rolling in upon us which threatens to enguli even our reminiscences of those truths of the spiritual world which the churches stand to proclaim.

It may be true that faith is in a state of de-

spiritual world which the churches stand to proclaim.

It may be true that faith is in a state of deadence, but let it not be attributed to any impotence of Presbyterianism: it is asphyxiated in an atmosphere in which the servants of the dospel have to make the most desperate efforts to win any interest or consideration. Men are no longer susceptible to the appeals which ones stirred them; the chords of sensibility are too relaxed to vibrate under whatever skilful hand may play upon them. A venerated and distinguished Presbyterian divine recently said to the writer: "The days of the great revivals are past; the efforts of even the strongest evangelists seem to be either futile or sphemeral. I have never known vital religion to be so low ulsed; its prospects are gloomy."

have never known vital religion to be so low pulsed; its prospects are gloomy. If, then, the question be raised, Why should not Presbyterianism, with all its splendid quipment, dominate New York? let the answer be, there is little room or hospitality in a sterilized age for the higher spiritual truths and principles which it inculeates. It is out of harmony with its environment. Nor does it comfort us to witness the alleged rapid growth of churches of the ritualistic type. For what is a surer token of the decadence of faith than a lapse late a form or a ceremony? What is such worship but a sedative for all serious thought? and does it not localize in a transaction what should be distributed through all the life?

transaction what should be distributed through all the life?

The waning of faith may be traced to other causes. An impaired sense of the authority of the sacred Scriptures is supposed by many to the sacred Scriptures is supposed by many to have put religion at its present disadvantage. The higher critic has insinuated so many doubts about the composition of these writings, that many have funcied that they stand disconnected with any heavenly source.

Such an impression may encourage unfaith, but it is not the cause of it. That cause has been indicated by the poet Wordsworth: "The world is too much with us, late and soon." Inhaling its mephitic air, our eyes become too giazed to have any visions of things unseen and eternal.

KINGSTON, Dec. 21. KINGSTON, Dec. 21.

The Dady Contracts in Havana.

TO THE EDITOR OF THE SUN-Sir: The Even ing Post of yesterday has a leading editorial. ritten in its characteristic style, upon Mr. M. J. Dady and the Havana contract. It is issue of misstatements and misrepresenta tions from beginning to end, and shows utter contempt for facts when its editor wishes to be particularly insulting, abusive and vicious

To quote from this model editorial: "Mike, being out of a job in these parts because of the dominance of political influences with which he is not in sympathy, turned his eyes to Havana soon after Spain lost possession of Cuba, and pegan to examine it as a field for 'plums.' He stablished friendly relations with the expiring Autonomist Council in Havana, and on Friday last induced it to award him a \$12,000,000 contract for a sewer system of the city."

Mr. Dady, in 1894, sent to Havana Mr. Danie if possible, a contract for paving and sewering he city. Upon Mr. McKellar's reports Mr. Dady subsequently sent Mr. Byrne, civil en gineer, to make a critical examination and full survey of the city. Mr. Byrne, with a corps of assistants, spent several months in his work. Three distinct propositions, involving as many engineering problems and sanitary conditions, were submitted to the authorities of the city. After long and critical examination of the several plans, the authorities submitted them to Captain-General Weyler for approval, and he, in turn, submitted them to a Colonel of the Engineer Corps, sent from Madrid for the purpose of the city. This officer approved one of the plans, suggesting some modifications, and later on the whole subject was submitted to Madrid for final approval. The Madrid Government in time returned the documents to Captain-General Weyler, with instructions to approve them. Unfortunately they reached Havana only a few days prior to Gen. Weyler's departure to them. gineer, to make a critical examination and full

days prior to Gen. Weyler's departure for Spain, and he faited to attach his signature to them.

Instead of obtaining the contract in the closing days of Spanish influence in Cuba, Mr. Dady has worked upward of four years in reaching the position he now holds, whatever that may be.

The editorial of the Evening Post evidences complete ignorance of the subject or is a deliberate misrepresentation of facts, in either case coupled with vulgar details so characteristic of its editorial page.

One more point. The editor of the Post states that Gen. (?) Clous called the attention of Captain-General Castellanos to the Dady contract, "convincing him so thoroughly of its hasty and ill-considered character that he decided at once to order the Council to annul it, which it must do." This statement may or may not be true, but if true Col. Clous seems to be as ignorant of the subject as is the editor of the Evening Post. It seems probable that Col. Clous has been grossly imposed upon: if so, by whom and for what purpose? Will the Evening Post put itself to the trouble and expense of ascertaining?

New York, Dec. 20.

Question for the Holidays-Nelson and Dewey.

To the Editor of The Sun-Sir: Will some of rour readers, through the courtesy of your valuable columns, come forth with facts and figures regard ng the comparison of the achievements of Nelson at Trafalgar and Dewey at Manila. It must be borne in mind that the battle of Manila

ras won with the loss of only one man! Where is the comparison? Taking tonnage vs. tonnage, gun vs. gun (not for-getting the Spanish shore batteries), whose was the

reater achievement?

To the Editor of The Sun-Sir. E. Pluribus Daum Flagg is a Government pensioner living in o about Nashville, Tenn., whose paid and cancelle checks are on file at this office. F. M. Jondan, U. S. SUS-TREASURY, NEW YORK CITY, Dec. 19.

A Prophet of Evil on the North River. To THE ROITOR OF THE BUS-Sir: Let your r oriers sharpen their pencils. The calamity long redicted is not far away. The pilots of the North River ferry boats are mad in the taking of chance River ferryboats are mad in the taking of chances. I am a commuter on the Central. Within a week we have twice rubbed up within a hair's thickness of wholesale murder. First, it was a Noah's Ark of vast tomage, loaded with freight cars. We stopped in the nick of time, saving our souls by the akin of our teeth. Next it was a big freight steamer of \$0.00\$ toos at least. She could not stop nor slow down. Our mad pilot stopped just as hell was opening. The big ship, scared, went hard to starboard. And this sort of thing happens about every day. Get ready.

New York, Dec. 21. New York, Dec. 21.

The Day's Work. To THE EDITOR OF THE SUS-Sir: I never consider the work of the day finished until I have read

THE BUN.

CHARLES H. EINNEY. NEWARK, Dec. 20,

CHANGED CONDITIONS IN CUBA.

Commissioner Porter Reports on His Observations in Santiago Province. WARHINGTON, Dec. 22.-The first of a series of reports on the industrial, commercial and financial conditions in Cuba, especially in San tiago province, was submitted to the Sec of the Treasury to-day by Robert P. Porter President to visit Cubs and Porto Rico. The first report is more or less general in charac ter and deals with a number of matters which were observed by Mr. Porter during his recent visit to Santiago province. After an opening paragraph in which he says that he visited Cubs in accordance with instructions from the Treasury Department, the report says:

"A visit to Santiago should give ralled to those suffering from 'the oraven fear of being great,' for there may be found much that is succouraging. In this province of Cuba may be seen in full operation the work which the Government of the United States has been impelled to undertake, and here may be studie the character of the forces upon which the people of the United States must rely in the work of reconstruction now in progress.

"The machinery of government is running with a fair degree of smoothness and the mer responsible for it, from the humblest official

"The machinery of government is running with a fair degree of smoothness and the men responsible for it, from the humblest official to the causable commander of the province, understand their business and are masters of the situation. Every department of the public service is carrying on its work, the only difference apparent to one so recently in parts of Cuba still in the possession of Spain being in the absence of Spanish soldiers and the more businessilke methods of the officials.

"Looking backward five months and picturing Santiago in July and comparing it with the more hopeful conditions existing on all sides at the present moment, it is easy to discern the omens which point to the coming prosperity of the whole island, under intelligent and honest government."

Commissioner Porter has a good deal to say in the report in regard to the collection of the taxes and the distribution of the funds thus obtained in public works and in defraying municipal and provincial expenses. He sars: "In the opinion of your Commissioner it will be a great stroke of wisdom to apply the municipal and provincial expenses. He sars: "In the opinion of your Commissioner it will be a great stroke of wisdom to apply the municipal and provincial expenses. He sars: "In the opinion of your Commissioner it will be a great stroke of wisdom to apply the municipal axes to local purposes, and so far as practicable, to have them collected and distributed by properly constituted local authorities. The rural districts of Santiago de Cuba have been so depleted that it will be impossible, to collect taxes over and above those needed for the bare necessities of schools, for the poor, and possibly small sums to improve sanitary conditions. The dawn of prosperity should, however, be the signal for inaugurating systematic work on the country roads."

In regard to the plan of government to be followed in various localities. Mr. Porter says: Methods of local administration differ so greatly in different provinces of Cuba that the wisdom of appointing

The report concludes with a high tribute to the efficiency of the Custom House service at Santiago, and a full description of the harbor improvements most needed at ports on the southern coast of Cuba, principally Santiago and Clenfuegos.

Commissioner Porter will soon submit sep-

and Clenfuegos.

Commissioner Porter will soon submit separate reports on the mining interests of Santiago, a supplemental report on the currency, on the testimony of the Chamber of Commerce regarding the commercial needs of Santiago and on the fiscal and economic conditions of the island of Jamaica.

COALING STATION AT GUAM.

The Navy Department Preparing to Take Formal Possession of the Island.

WASHINGTON, Dec. 22,-Orders have been saued by the Navy Department preparatory to taking formal possession of the island of Guam, ceded to the United States by the treaty of Paris, and establ'shing a naval coaling station there. Directions have been sent to the gunboat Bennington at Honolulu to proceed to the island and make a survey of the harbor of St. Luis d'Apra, the principal port. It was into this harbor that the cruiser Charleston sailed during the war and bombarded an ancient fort, much to the surprise of the Spanish commandant, who had not heard of the beginning of hostilities and believed that a salute in his honor was being fired. The commandant, with the officers and men of the Spanish garrison, were taken to Manila as prisoners of war, and since then only one United States vessel

son, were taken to Manila as prisoners of war, and since then only one United States vessel has visited Guam.

In preparation for the establishment of the station the collier Brutus has been sent from Manila by Admiral Dewey with a cargo of coal to be deposited at St. Luis d'Apra. The auxiliary cruiser Yosemite, formerly one of the Morgan liners, which was recently ordered to the Asiatic station, has been selected as the station ship for the Guam naval station. She will go from Norfolk by the Sucz Canal route, and after delivering to Admiral Dewey between 400 and 500 blueiackets and marines for the vessels in Philippine waters, will proceed to Guam. The duties of the Yosemite will be principally to act as a means of communication between Guam and Manila. She will make frequent cruises around the island. No commandant of the new naval station has been selected, but it is likely that Commander George E. Ide of the Yosemite will be assigned to the duties of the place in addition to those on shipboard. The Bennington, Commander E. D. Tanssiz, will receive her orders about Jan. I and will start as soon as she can be made ready for surveying duty.

Arrangements for establishing the new coaling: station at Ingo-Pago harbor, Samoan Islands, are being hurried. Orders have been lasued for the watership Inis, which accompanied the Oregon and the, lows from New York to the Pacific, to go from Callato to Ramoan, and the collier Abarenda has also been ordered there to deposit the nucleus of the coal stuply at the station.

UNDER-TROLLEYS CHEAPEST HERE Cable Cheaper for Chicago-Statistics of Cost by the Car Mile.

The Railroad Gazette publishes to-day some figures of the cost of operating street railroads n New York and Chicago from a paper read at Stevens Institute by Arthur J. Wood. While the electric-conduit roads are operated here at a cost of 10.23 cents a car mile, in Chicago the ost for trolley roads is 13.051 cents. The cable roads in New York cost 16.35 cents a car mile to run, while in Chicago the cost is only 10.708 cents. In Connecticut nineteen trolley roads, each of which carries more than a million passengers a year, show an average working cost per car mile of 13.85 cents. The figures for New York and Chicago are:

— New York — Chicago — Electric Conduit, Cable. Trolley, Cable. 0.16 7.78 6.984 4.567 33 3.54 1.482 1.278 1.70 2.02 1.082 1.151 1.22 2.07 2.593 2.594 Power. General expenses Maintenance of equip-ment.... .88 .94 1.960 1.116 Total per car mile...10.28 16.85 18.051 10.706

Miles run : Cable Electric Horse New York, ...11,891,000 ... 7,110,000 ...15.995,000 Mr. Wood holds that New York can afford to build electric conduit roads, but other cities can't. For them the cable is cheaper.

HISTORICAL PAPERS TO REMAIN.

Those Relating to the Ceding of Louisiana Will Be Kept in Havana. NEW ORLEANS, Dec. 22.-The Louisiana His-

torical Society some time ago appealed to Dr. Joaquin F. Lastres, President of the University of Havana, to obtain from the Governor-Ger eral of Cuba permission to retain in Havana all the historical archives of Louisiana and Cuba, instead of removing them to Spain. This request was due to the fact that the Spaniards request was due to the fact that the Spaniards, when they surrendered Louisians to France in 1802, to be subsequently turned over to the United States, removed all the archives and documents relating to the early history of the colony of Louisians, which papers are now in Havans. It was feared that the Spaniards on retiring from Cuba would take the papers to Spain. The Louisians Historical Society has received from Dr. Lastres information that the request has been granted. He incloses a copy of the decree of the Governor-General of Cuba that none of the historical documents or papers shall be removed. A request will probably be made to have the papers affecting Louisians returned here. The Cuban papers will be taken in charge by a Cuban historical society to be soon organized.

A 40-FOOT CHANNEL TO THE SEA. The Project for Dredging New York Harbot

WASHINGTON, Dec. 22.-New York's desire to have a 40-foot channel from the Narrows to the sea by the direct route known as the East Channel was presented to the Committee on Rivers and Harbors to-day by a delegation representing all of the commercial associations of the city. The delegation urged upon the committee the necessity for the construction of the proposed channel, the cost of which is estimated at \$5,840,000 and the period required to dredge it ten years. A 35-foot channel can be dredged for \$4,510,000, but in view of the prospective increase in the size and draught of vessels, all the speakers advocated the deeper channel.

A general presentation of the case was made by Ambrosa Snow of the Merchants' Association. He urged as well the improvement and deepening of the Bay Ridge and Red Hook channels along the Brooklyn shore to the depth

of 40 and 26 feet respectively.

Gustav Schwab of the North German Lloyda gave figures to show that the cost of ocean transportation, like that of railroad transpor-

gave figures to show that the cost of ocean transportation, like that of railroad transportation, was constantly tending downward, the reduction since 1870 having been from 60 to 80 per cent. This was accomplished by the same means used by railroad managers, of increasing the size of loads and power of machiners, and if the United States were to secure all the advantages following the changes in marine architecture, channels of sufficient depth to accommodate the new floating palaces and freight carriers must be provided.

Emil 1. Boas of the Hamburg-American line told the committee that his company had now seven vessels in its fleet sailing out of New York drawing over 30 feet, and that within two years it would be increased by seven more, two of which would draw 34 feet. He called attention to the fact that should a collision occur in Gedney Channel, and it was likely to happen at any time, by which two ocean liners would be sunk athwart the channel, acress and ingress to the port of New York would be absolutely blocked until the Government could take possession of the wreeks and clear them away. Under the present law that could not be done under ninety days.

Chairman Burton of the committee said they were favorable to the project presented by the delegation, and that within the limits set for it the committee would do what it could to aid in making New York the commercial metropolis of the world. It was restricted, he said, by the aggregate amount to be appropriated for public works over which it had jurisdiction and by the parliamentary situation. An appropriation for a work of this character could be included in a river and harbor bill only after a recommendation and survey by the Engineer Corps. That had been omitted in this case,

be included in a river and harbor bill only after a recommendation and survey by the Engineer Corps. That had been omitted in this case, but Mr. Ward, he said, had introduced a resolution authorizing the Secretary of War tetransmit the survey and recommendation already made by Gen. Ludlow. This had passed the House, and as soon as it had been acted on by the Senate and approved by the President the committee would be in a position to carry out the desires of the delegation.

NEW STREET RAILROADS UPTOWN No Objection Except from Amsterdam Ave

nue-All the Way for Five Cents.

The joint committees on railroads of the Council and the Board of Aldermen gave a public hearing yesterday on the applications of the Metropolitan and Third avenue lines and their tributaries for extensions in the Bronx and the upper end of Manhattan Island. The Kingsbridge Railway Company, which is controlled by the Third avenue line, asked for a franchise for a double track road, beginning at Manhattan street and running north along the Boulevard, Kingsbridge road, 230th street and Riverdale avenue to the city line.

The Fort George and Eleventh Avenue Company, which is controlled by the Metropolitan. wants to build a double track line from 130th street and the Boulevard north along the latter thoroughfare to 182d street, and a branch line east through 145th street to the Harlem River. The Metropolitan Company asks for a franchise from Fifty-ninth street along the Boulevard to Sixty-fourth street, to connect with the Eighth, Columbus and Amsterdam avenue lines.

No one appeared to oppose the grants, but several representatives of the People's Committee, including Thomas A. Fulton, the Chairman, and the Rev. John P. Peters said that neither the Metropolitan nor the Third Avenue Company should get any additional franchise until they promised to get along with one set of tracks on Amsterdam avenue.

Edward Lauterbach, representing the Third avenue road, spoke in favor of the grants asked for by his line. He promised a five-cent fare from one end of the city to the other and defended the Third Avenue Company's right to lay an electric road in Amsterdam avenue.

"Since the Metropolitan Company installed its electric system on that thoroughfare," he said, "there has not been a single death by accident. Of the gentlemen here to oppose us one is a clergyman and the other is an undertaker. The scarcity of funerals in that neighborhood accounts for their opposition, I suppose."

President Vreeland spoke for the Metropolieast through 145th street to the Harlem River.

President Vreeland spoke for the Metropoli-tan Company's applications. He said the lines asked for could be built in three months after the material for them was obtained. He also promised a five-cent fare from one end of the Metropolitan Company's lines to the other. The committee took no action.

HOSPITAL AND STATE BOARD Constitution Says "Visit and Inspect," and

the Board Propose to Do It. In their controversy with the Society of the New York Hospital, the State Board of Charities take the position that they are merely fulfilling a mandatory provision of the amended Constitution of the State of New York defining the duties of the board. The Constitution says: "The Legislature shall provide for a State Board of Charities which shall visit and inspect all " " institutions, whether State, county, municipal, incorporated or not incorporated, which are of a charitable * * eleemosynary, correctional or reformatory character, excepting only such institutions as

character, excepting only such institutions as are hereby made subject to the visitation and inspection of either of the commissions hereinafter mentioned."

The exceptions are those institutions made subject to the visitation of the Lunacy and Prison commissions.

Under this section the State Board, according to information obtained yesterday, feel that they have no option, but must try to their utmost to visit and inspect all institutions of a charitable or elemosynary character in the State. They find it difficult to arrive at any conclusion other than that the New York Hospital is such an institution. On this they are likely to rest their case unless the hospital contends that under its royal charter it is independent of this provision of the Constitution.

AUGUSTUS VAN WYCK, REFEREE.

To Pass on the Accounts of W. B. Cutting Trustee for Eleanor M. Hamilton.

Augustus Van Wyck, who returned to the ernor, received his first appointment as referes from Justice Truax of the Supreme Court yestenday. He is to pass upon the accounts of William Bayard Cutting, who desires to retire from the office of trustee of the estate of Charles Kennedy Hamilton. Mr. Cutting says that his physician has advised that he cut off as much as possible matters that require his as much as possible matters that require his attention. His fellow trustees are Eberhard Faber and James C. Hamilton. The residuary estate of Hamilton is to be held in trust, so that his daughter, Eleanor Margaret Hamilton, Id years old, shall have the income for life. She has resided since the death of her father, four years ago, with her aunt, Mrs. Louise Savage Tyng, wife of Morris A. Tyng of Summit, N. J. Several months ago Miss Hamilton took proceedings in the Supreme Court for the removal of the trustees, alleging that they held a large amount of property belonging to her which they were unjustly holding from her, and which they refused to apply to her education and maintenance. That proceeding seems to have been dropped soon after the court appointed George B. Morris guardian to protect her interests.

YALE'S NEW COMET.

It Is 180,000,000 Miles from Us and 200,000,coo from the Sun.

NEW HAVEN, Dec. 22.—Fred L. Chase, assistant astronomer at the Yale Observatory, who discovered the recent comet, has just made several additional discoveries relative to the comet. Since Dec. 7, numerous observations have been taken, the comet being well observed at the Yale Observatory with the eight-inch equatorial on the nights of Dec. 13, 14 and 15. equatorial on the nights of Dec. 13, 14 and 15, which were unusually clear. The comet passed perihelion on about the middle of September at a distance of over 200,000,000 miles from the sun. Its orbit is a parabola and the comet is now gradually receding from the sun, though the earth is moving toward the comet, so that its brightness is still increasing. They are now about 180,000,000 miles apart. After a few weeks the earth will draw further sway from the comet and the latter will rapidly lose its brilliance. The comet ought, however, to be visible with large telescopes for two or three months at least.